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REPORT
 CD NO.

50X1-HUM

COUNTRY USSR
 SUBJECT Transportation - Railroads
 HOW PUBLISHED Thrice-weekly newspaper
 WHERE PUBLISHED Moscow
 DATE PUBLISHED 13 Jan - 21 May 50
 LANGUAGE Russian

DATE OF INFORMATION 1950

DATE DIST. / Aug 1950

NO. OF PAGES 3

SUPPLEMENT TO
 REPORT NO.

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SOURCE Gudok.

RAILROAD OPERATIONS CRITICIZED

DIESEL UTILIZATION POOR -- Gudok, No 61, 21 May 50

Diesel locomotives appeared on the Tashkent Railroad System a year ago. To keep a close watch on the operation of the locomotives, Tashkent System administrators decided to concentrate them on one sector, and assigned them to the depot of the Tashkent-Tovarnaya (Freight) Station. It can be said, after one year, that the locomotives are not being used economically.

The traction sections for the Diesels are limited to one division. The locomotives are used on the 78-kilometer Tashkent-Chenrel'dy section and the 80-kilometer Tashkent--Syr-Dar'inskaya section. Although the Diesels can make runs of at least 1,000 kilometers without servicing, they are forced to make long stops after runs of several tens of kilometers.

Another factor hindering the efficient utilization of the locomotives is the poor organization of train work on the Tashkent System, and the fact that this shortcoming is met by increasing the number of Diesels operating out of the Tashkent-Tovarnaya Depot, which always has 5-7 Diesels above the norm.

In the opinion of the locomotive engineers of the depot, the traction sections should be extended north to Arys' and south to Ursat'yevskaya. This would increase the average daily distance traveled by the locomotives by 100 percent.

Servicing of the Diesel locomotives should be organized correctly. At present trains arrive at the Tashkent Passenger (Passazhirskaya) Station, while their Diesels are serviced in the Tashkent Tovarnaya Depot. The locomotives must, therefore, be uncoupled from the trains and sent into the depot, thus wasting 3-4 hours. It should be decided that trains will arrive either at the freight station, where the Diesels can be quickly serviced, or at the passenger station, as formerly, where servicing facilities for the locomotives will be set up.

- 1 -

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In April, the average daily distance traveled by Diesel locomotives was almost 100 kilometers below the norm. In May the situation had improved somewhat, but the norm is still not being met.

NORTH CAUCASUS SYSTEM PLANS LIGHT LOCOMOTIVE RUNS -- Gudok, No 6, 13 Jan 50

On the North Caucasus Railroad System, each kilometer a locomotive travels in freight traffic without a train causes a loss of 2 rubles 92 kopecks, and locomotive workers therefore try to reduce these light runs. Nevertheless, the month plans for locomotive utilization include indexes for light runs in freight, transfer, passenger, and nonrevenue traffic, and depots failing to meet the norms are penalized, even though they complete the assignments for utilization of locomotives pulling trains.

PETROLEUM PRODUCTS CARRYING DISORDERLY -- Gudok, No 44, 12 Apr 50

In Rostov-on-Don there is a plant which makes lubricant grease. It was, therefore, surprising when a railroad car of lubricant grease arrived in Rostov-on-Don from Leningrad. The Main Administration of Petroleum Marketing admitted that a mistake had been made. It was not, however, an isolated mistake. The Main Administration of Petroleum Marketing planned to send lubricant grease from Rostov to Saratov, but Saratov refused it, since lubricant grease is produced in Saratov. Lubricant grease is sent to Voronezh from Tikhoretskaya through Rostov-on-Don, and from Rostov-on-Don the same cargo is sent south to Tikhoretskaya.

A boiler machinery plant in Rostov-on-Don manufactures iron drums which are filled with petroleum oils which come to Rostov from Baku through Makhach-Kala. According to the March Plan, the filled drums were sent from Rostov to Chardzhou, Ashkhabad, Termez, Mary, Dzhahal-Abad, Stalinabad, Alma-Ata, and Frunze. The same procedure is provided for in the April plan. A more efficient system would be to send the empty drums to these points and the petroleum oils from Baku by sea to Krasnovodsk and then by take car to Ashkhabad, Termez, Stalinabad, etc.

NORTHERN SYSTEM LAGS WITH TIMBER SHIPMENTS -- Gudok, No 38, 29 Mar 50

For a long time, the Northern Railroad System has not met its carloading assignment. In January the system failed to deliver 9,500 carloads of timber, and during two weeks of March this figure increased by another 2,800 cars. To eliminate this shortcoming, it is necessary to load 500-600 cars more per day than are being loaded at present.

The main reasons for the failure of the Northern system to meet its loading schedule are a lack of proper distribution of empty cars and failure to utilize all facilities.

Gudok, No 18, 10 Feb 50

The Northern Railroad System loads and ships construction materials, mine shoring, and timber to construction projects in the south, mines in the Donets Basin, and railroad car building plants and paper combines.

- 2 -

SECRET

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SECRET

50X1-HUM

Gudok, No 15, 3 Feb 50

More than 70 percent of all the carloadings of the Northern Railroad System are loadings of forest products.

GOR'KIY SYSTEM TIMBER SHIPMENTS LAG -- Gudok, No 44, 12 Apr 50

During the first quarter the Gor'kiy Railroad System failed to deliver 8,500 carloads of timber.

STALIN SYSTEM DELAYS CARS IN UNLOADING -- Gudok, No 11, 25 Jan 50

According to the most modest calculations, the Stalin Railroad System lost more than 17,000 cars during the first 20 days of January because of excessive layover of rolling stock in unloading operations. A large part of this excess is caused by the failure of the system's administrators and loading organizations to take the proper steps to prevent cargo from freezing in open cars. The slowing down of freight-car turnaround on the system is causing the state to lose millions of rubles.

JOURNAL PACKING STOLEN -- Gudok, No 35, 22 Mar 50

On the Orenburg Railroad System, car foremen are required to carry containers of journal packing and journal lubricants with them because the packing is often removed from the journal boxes of standing freight cars. In a majority of cases, the packing is used for torches in inspecting locomotives and also for lighting stoves. Journal packing is removed especially often on the sidings of some enterprises. Practically all the empty freight cars sent for loading to the mine at the station of Kimper-Say are returned to the station without any packing in the journals.

JOURNAL PACKING STEALERS GET JAIL TERMS -- Gudok, No 49, 23 Apr 50

A line court of the Orenburg Railroad System reviewed the matter of the stealing of journal packing and sentenced two women journal oilers to terms in prison.

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- 3 -

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